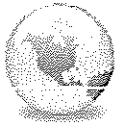


(Written testimony received since March 14, 2013)



Annapolis, Md. - gov's transp't plan draws praise, criticism
 geoghb@erols.com to: rockvillepikeplan
 Sent by: geoghb@pop.erols.com
 Please respond to geoghb

03/15/2013 11:56 PM

IT IS NOT TRUE THAT MARYLAND HAS NO MONEY FOR RAIL
 Maryland pays for MetroBus that serves Montgomery and Prince
 George's counties. It costs Maryland about one-third of what Metro
 Bus loses. Each MetroBus passenger-mile costs an average of
 \$ 1.40 but fares cover only 30 cents of that, leaving \$ 1.10 for tax
 payers to pick up. In Baltimore the buses cost only \$ 1.35 per
 passenger-mile less 25 cents from fares so the net result is the
 same. \$ 1.10 per passenger-mile for taxpayers to pick up, year
 after year and growing.

The Red Line in Baltimore and the Purple Line in Montgomery
 and Prince George's counties should not cost more than 45 cents
 per passenger mile to operate less 30 cents from fares so the
 taxpayers need to help with only 15 cents per passenger-mile, just
 one seventh of what bus cost. Saving 95 cents per passenger-mile
 on about 150 million annual passenger-miles is worth \$ 142.5
 million A YEAR. The Government can take that saving to the
 bank and support a bond issue of about \$ 2 BILLION dollars, half
 the value engineered cost of the Red and Purple Lines. That will
 qualify them for far more than enough federal aid to build the lines
 except the Republicans will try to prevent rail transit from getting
 the same 80 % that highway and BusWays get.

I am not dreaming. Virginia Railway Express got set up only
 because the staff found a way to sell bonds to cover 2/3rd of
 the initial investment. I can be done. It has been done, but
 too many politicians will not act until they get a gift of money.
 They are not willing to work to earn it.

Washington MetroRail would never have finished the Green
 Line had not David Gunn confronted the Board of Directors with
 the need to borrow \$ 600 million. The lousy politicians were not
 about to borrow money they had to pay back but the media
 reported on Gunn's offer to get the line built.

I bought the Philadelphia Market Frankford Budd rapid transit cars and
 the Pennsylvania RR Budd Silverliner electric commuter cars with bonds. We
 got no grants for them. I electrified the Fox Chase branch with bond
 money. The RDC's (Budd rail diesel commuter cars) were bought with
 Equipment Trust Certificates of a non-profit corporation - Passenger
 Service Improvement Corporation. I worked on the development the San Diego
 Trolley's first Line to South Bay and had NO federal aid and it was highly
 successful as are the other lines there.

E d T e n n y s o n

Ret. PE Transportation Consultant and former State of Pennsylvania
 Transportation Director

Mr. Tennyson knows what he is talking about and his critical analyses are
 very useful and to the point.

submitted by George Barsky

 mail2web.com - What can On Demand Business Solutions do for you?
<http://link.mail2web.com/Business/SharePoint>



Congratulations
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
Please respond to geoghb

04/13/2013 12:34 PM

①

Congratulations. I was watching one of yourTV episodes about Transit Corridors. You are finally learning the shortcomings of BRT which in itself is an oxymoron. You finally started asking the right questions about 355 - why not LRT [streetcar / trolley] or why BRT?

I suggested to you a long time ago that 355 is RIGHT for LRT. There are many reasons why LRT is vastly superior and hugely beneficial. The fact that planners were given instructions by the county to consider only buses shows either their ignorance or complete lop-sided planning or both with regard to better transit, especially considering future long term growth and convenience. Buses and Light Rail are NOT rapid transit by any measure. Metrorail IS rapid transit (when operating properly). But, light rail, while not rapid transit is by far the vastly superior and more attractive surface transportation mode. It can and DOES operate compatibly with mixed traffic on broad AND narrow streets, on private right of way that can have grass and shrubs and trees. LRT is much quieter than any fuelish bus, has much greater capacity than any fuelish bus, can accelerate faster and resupply electric power when stoppiong (regenerative braking) that no bus can do. LRT is environmentally friendly. Buses are noxious no matter the fuel and they constantly need to be refueled and at what cost? Did you consider all the added big fuel trucks added to the already congested automotive traffic required to maintain buses? LRT avoids all that and electric power can be generated from many cleaner sources. LRT can be 100% or mostly low floor with many doors where the station platforms are only at curb height. LRT

①

only needs one operator to move more than 200 passengers. Try that with a bus. LRT can and does operate at high speed where conditions allow.

LRT is a real investment while buses are simply a black hole for money. But the bus and oil and rubber and concrete lobby will try to sell you a different story. But, you already know much about buses. Unfortunately, your guest experts know very little to nothing about light rail which has proven itself worldwide. Most places recognize the superiority of LRT and are willing and ABLE to make the investment. Even places like Ottawa, Canada that already has BRT is now going to build LRT.

I suggest you get some REAL EXPERT advice about LRT from those who actually can give you proof of return on the investment. I suggest you visit places with new LRT and speak with the community there. I suggest you travel abroad such as in Europe where high speed trains, modern metros and great amounts of LRT abound to get the feel and flavor of it. I suggest you balance the limited knowledge by county officials and open your eyes to communities that live with, enjoy, expand and build new light rail systems. You need a balanced view that the county can't provide. Lastly, the CCT should not be buses. The CCT must be LRT and eventually make its way to Frederick and should connect with a 355 LRT between Shady Grove and Bethesda (connect to Purple Line). You MUST appeal this to the Governor who has made an extremely unwise decision to put buses on the CCT, no doubt inspired by political and not transit motives of county officials. Keep in mind the original vote by the County Council about the CCT was for LRT. Even County Exec Leggett supported LRT for the CCT (I have the email from him to me stating that fact). If Baltimore deserves ANOTHER LRT line, the Red Line, so does

Montgomery County. And there are plenty more routes good for LRT such as Viers Mill Rd., etc.

Don't be suckered into more buses. Do the RIGHT thing for the county and Rockville, demand LRT for the CCT and 355. That is a legacy you can count on. Buses are the toilet of public transit. Oh, BTW, did you ride the bus today? If not, why do you expect others like yourselves to ride the bus?

George Barsky
Germantown
301-515-0182
geoghb@erolos.com

mail2web - Check your email from the web at
<http://link.mail2web.com/mail2web>



Idea for connecting each side of Pike by walkways
richard gigax to: rockvillepikeplan

03/29/2013 04:08 PM

I suppose this has already been proposed, but I will suggest it anyway:

Have 2-4 elevated mid-block walkways over the pike - wide enough to accommodate some landscaping. Depress roadway under walkways so elevation is not so high as to discourage walking biking etc. Would make retail areas more connected and encourage pedestrians, etc. The additional greenery should appeal to both walkway and vehicle traffic.

Richard Gigax
842 New Mark Esplanade
Rockville, MD 20850

Exhibit #7

m: "Mcswain, Darryl" <Darryl.Mcswain@montgomerycountymd.gov>
<dlevy@rockvillemd.gov>
"Martus, Mary Alice, for the Chief of Police" <MaryAlice.Martus@montgomerycountymd.gov>, "Pruitt, Sonia" <Sonia.Pruitt@montgc
e: "MCPDChief" <MCPDChief@montgomerycountymd.gov>
03/28/2013 08:22 PM
ject: FW: Revised Rockville Pike Plan

Hello Mr. Levy,

Rob Klein of the Department of General Services recently sent notice of the Rockville Pike Plan to various agency heads for review and comment. Chief J. Thomas Manger afforded me the opportunity to provide comments on behalf of the Montgomery County Department of Police. It is apparent that the plan is very thorough and predictive of future challenges. I offer the following points for consideration:

- The expected growth in resident population will necessitate increases within the Rockville City Police Department (already noted in the plan)
- If pedestrian tunnels or overpasses are built, adequate lighting is a must. Just as importantly, visibility from the "outside – in" should be included in the design. Perhaps a shatterproof glass or special clear polycarbonate type of material could be used. Visually closed tunnels and/or overpasses increase the chances of victimization of pedestrians especially during overnight hours.
- The same lighting and outside visibility considerations are recommended for parking garages as well...to include elevators and corridors.
- In dense retail/mixed use locations, bike and/or foot patrol by police or private security will help to foster good community relations and deter crime.
- Clearly mark bike lanes to ensure visibility at night with reflective ground markings and sufficiently lit street lamps overhead.
- Place street name signs over the roadway which are easy to read both during the day and night. Signs hung directly over the road at intersections allow drivers to keep their eyes forward. Furthermore, these signs will not be obscured by tall vehicles such as buses at intersection corners, tree branches, etc....thus they minimize late lane changes by turning motorist.
- Install battery and/or natural gas generator power backup systems on all main corridor traffic signals to ensure functionality during power outages. This not only facilitates safe traffic flow, but greatly reduces the need for police officers to direct traffic, therefore they will be available to respond to other calls for service.
- Maintain clear sight lines at intersections or crossovers between main, access, and bike lanes. This will ensure pedestrians, motorists, and bicyclists are all aware of approaching traffic.

Thank you for the opportunity to share these recommendations with you. Should you have any questions, feel free to contact me.

My best to you and all others involved in this worthy endeavor,

Darryl

Darryl W. McSwain
Assistant Chief of Police
Patrol Services Bureau
Montgomery County Department of Police
(240) 773-5061

Exhibit 8

Rockville's Pike Plan

Comments from Anne Goodman, 1109 Clagett Dr., Rockville, MD 20851, April 2013

This is a very ambitious plan, and it is always good to have a plan. The plan's authors say it has to manage introduction of 9000 new residents and 4500 new jobs into the area by 2040. That is a lot of people and a lot of cars being added to an area where the traffic is already congested. Despite the good intentions of expecting residents to walk, bike, or use public transportation, people will still want to use their cars, and it remains to be seen whether the plan provisions will be able to address that traffic adequately. How compatible is Rockville's plan with plans to develop the Pike at either end? Incompatibility could impede traffic flow.

Parking/traffic flow

The high density population/cars will have a major impact on parking along the Pike, especially as we have seen recent developments around the Twinbrook Metro Station reducing the number of parking spaces from the number recommended. If there is insufficient parking, people who wish to drive cars to the retail stores in all of these developments may not be able to shop. That will be far from ideal for the retailers.

I hope parking in Rockville does not become like the situation in Bethesda or Washington, D.C. My nephew and his wife from Austin, TX, visited us and a friend of his who lives in Washington, D.C. My nephew and his wife wanted to spend the night with his friend but were told that they would not be able to park anywhere near the friend's home. My nephew and his wife drove to our house, parked there, and took Metro to see the friend for an overnight visit. When parking is tight like that, where are visitors to residents going to park?

Some traffic will spill over into the adjacent neighborhood. I am a Twinbrook resident, and I can see the Edmonston traffic at the intersection of Edmonston Drive and Wade Avenue from my front window. During the nearly 25 years I have lived here, the cut-through traffic on Edmonston Dr., between Rockville Pike and Viers Mill Road has increased markedly. Sometimes the line of traffic at the light at the Pike stretches almost all of the way to Veirs Mill Road. It can take several light changes for people at the end of the line to get to the light. That situation will get worse, and traffic will likely spill over to parallel streets which are narrow and lined with parked cars. Families live in these homes. Whether they should or not, we see children playing and skate-boarding in the street. Not only traffic density, but also concerns about human safety will increase. We see many cars driving on our street, Clagett Drive, which is parallel to Edmonston, that are driving entirely too fast for the conditions.

It appeared that aspects of the boulevard plan were highly dependent on the development of rapid transit vehicle (RTV) system that would operate county-wide, and, presumably be developed by the county. If so, what will be the impact on the plan if the RTV proposal isn't implemented? When is a decision on RTV likely to be made?

Infrastructure

It appears to me that there are severe infrastructure problems that should be addressed before a huge influx of new residents is encouraged into the area. There are 5-6 developments already approved or proposed around the Twinbrook Metro Station. From what I hear, Metro can't handle much more ridership. It is already overcrowded. Friends who catch the train at the Twinbrook Station say they have trouble getting a seat during rush hour. That could be particularly difficult for people with disabilities. Assuming that many of the new residents do take Metro, the situation will become worse.

In addition, Pepco doesn't seem to be doing very well with taking care of its customer load, and water/sewer systems may have trouble, also. Schools are generally overcrowded already and will become more so as the population increases. While I have no children of my own in schools in the area, I am concerned about the potential for weakening the APFO to allow more development. Our local children deserve good and safe schools.

Other impacts on neighborhoods

Building height has been mentioned as a significant issue, particularly on the residents on and near to Lewis Ave near the Metro station. Noise is likely to be an issue also, as is increased pollution from increased traffic. Foot traffic in the neighborhood is likely to increase which may have implications for safety.

Parks and open space

Increasing parks and open space is a wonderful intention. However, the Plan document says that funds for parks and open space have been removed from the CIP budget. How likely is it that the funding be replaced in the foreseeable future?

We encourage the Planning Commission to encourage developers to landscape with native plants to the extent possible and to use sustainable garden practices. Having native green space at multiple sites in the Plan area will improve our natural ecosystem and provide "corridors" through which migrating creatures may travel. If there is green space but the space is heavily treated with pesticides and herbicides, green space advantages will be reduced, if not eliminated. Native plants can be used to attract wildlife like bees, butterflies and birds but they if they are treated heavily treated with pesticides and herbicides, the wildlife will be compromised and possibly, killed. The scenario has been called "attract and destroy."

Retail

Rent is likely to be higher in new buildings than it has been on the Pike. This may drive some small businesses frequented by neighborhood residents away. If the residents still wished to frequent those businesses, they would have to drive, bike, take public transportation, or carpool to a new, presumably

more distant, location. My prediction is that most folks would drive, which would further increase traffic and pollution.

Drivers' confusion

The boulevard plan may cause confusion with drivers who are unfamiliar with the concept. It appears that drivers in local lanes may have a hard time getting to a facility on the opposite side of the street. If option 1 (Figure 4.7) were chosen, drivers could only turn right. It looks like they might be required to drive several extra blocks to get in position to cross the Pike to the opposite side. Furthermore, it isn't clear to me in either option how cars in the access lane could get to the main roadway. It also appears that both options may be used depending on the intersection, so the allowed turns may differ at different intersections. These inconsistencies and difficulties might be particularly confusing and inconvenient for visitors to the area.

Inconvenience caused by construction

I would like to hear more information about how traffic will be managed during construction of the boulevard. What will the logistics be? How long will various aspects take to complete? What kind of buy-in has this plan received from the County? How will this be coordinated at the ends of the Pike with the existing roads, if they are still there? A nightmare scenario is that different sections of the Pike will be renovated at different times, potentially interrupting traffic for many years.

E. Jefferson Street extension

The East Jefferson Street extension would take some Woodmont property. How does the country club feel about that?

Lewis Ave

Is there any possibility that Lewis Ave will be extended to Twinbrook Parkway? If something like that were to happen, would Lewis Ave. be widened? How might property to support widening be obtained? Would eminent domain be used?

Special taxing districts

What are "special taxing districts" (page 91)? Does that imply that designated groups of people will be taxed for particular aspects of the plan? Under what circumstances would "special taxing districts" be defined and by what process would they be created? What kinds of development would they support? The potential may be to tax a designated group of people for something that is used by others as much as it is by the special group or something that provides them no advantage or that they don't want? What is fair about that? Why should a designated group be required to pay for something that others use?



Incentives

The City should consider developing and implementing a plan to provide incentives for individuals to use alternative forms of travel – other than individual cars - when traveling in the area.

Closing

While I applaud the fact that there is a plan, I am very concerned about several issues. One is the extent of development allowed under the plan and its potential effect on the quality of life and safety in the Twinbrook and surrounding neighborhoods. A second is the capacity of our existing infrastructure to support the level of growth described in the plan. A third is disruption of traffic by construction. A fourth is the potential to lose many small business retail establishments currently on the Pike, some of which might not be able to afford the new retail space. A fifth is that the area may become so high-end that the diversity that is the Twinbrook neighborhood will be lost when real estate prices rise.

Thank you for the opportunity to comment.